
CUMBERLAND CONSERVATION DISTRICT

HISTORIC AREA PRESERVATION PLAN



Cover Photo: D.T. Riser's Bakery and John Riser's Grocery store served Cumberland for many years. Deliveries were often made by a Studebaker truck (pictured). In the book *Cumberland Reflections 1831-1988*, it states "Mr. Riser was the first merchant to make deliveries from a motorized truck in all of Marion County, and created quite a stir for a while."

All photos courtesy of the Town of Cumberland Municipal Building, located at 11501 E. Washington Street, Cumberland, Indiana. Joni Curtis, historian.

HISTORIC AREA PRESERVATION PLAN
CUMBERLAND CONSERVATION DISTRICT

HA-32 (CMB)

**A PART OF THE
COMPREHENSIVE PLAN
FOR MARION COUNTY, INDIANA**

Adopted by the Indianapolis Historic Preservation Commission

(date to be added upon adoption)

Adopted by the Metropolitan Development Commission

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INTRODUCTION



The National Road (US 40) in Cumberland c. 1908.

CUMBERLAND CONSERVATION AREA

INTRODUCTION

The Town of Cumberland, Indiana is located approximately ten miles equidistant from downtown Indianapolis and Greenfield, Indiana. The incorporated town actually straddles the eastern edge of Marion County and the western edge of Hancock County, but the Cumberland Conservation District is entirely contained within Marion County.

Much of Cumberland's history, development and significance is directly associated with transportation. Founded in 1831 as a small, isolated settlement along the National Road, the town quickly emerged as a stopover along the National Road and provided much needed services and accommodations to America's early travelers. Interurban rail service arrived in Cumberland in 1900 and had a profound social and economic impact on the town. No longer a secluded community, Cumberland had nine trains that offered daily passenger and freight service for townspeople, which enabled them to access other cities and towns and sell their goods to a much broader market. Although Interurban service was discontinued in the 1930's, significant roadway improvements and the personal mobility provided by the automobile ultimately transformed the National Road, later renamed US 40, into a major east-west national highway.

In the residential neighborhood directly north and south of US 40, the area is characterized by widely spaced houses, the absence of sidewalks and curbs, and open space. Also significant to Cumberland are the numerous 19th and early 20th century accessory buildings, including barns, summer kitchens, and early storage buildings, that serve as a reminder of Cumberland's once isolated, independent existence.

Today, Cumberland is endangered by encroaching suburban-style development, insensitive land uses, and infrastructure improvements that threaten to erase the town's remaining historic resources and erode its unique small-town atmosphere. This once isolated community that historically serviced travelers along America's National Road, now experiences serious commercial encroachment pressures that will compromise the Town's historic integrity. In 1999, Cumberland was listed on Historic Landmarks Foundation of Indiana's "10 Most Endangered," which lists Hoosier landmarks in jeopardy. This was also in part due to efforts by the Indiana Department of Transportation to implement a road-widening project on US 40 through Cumberland. The project, as proposed, would have increased speed and brought traffic to resident's doorsteps. Cumberland then became a national symbol of urban sprawl swallowing up America's small towns as it was featured on National Public Radio in late 1999.

Shortly thereafter, in March of 2000, the Cumberland G.A.P., a grassroots citizen's group, was formed to address the town's remaining historic resources, encourage sensitive new development, and protect the general historic character of Cumberland. Cumberland G.A.P. successfully lobbied and assisted the Town Council in efforts to lobby for a federal grant to enhance the town and a new streetscape design. In 2001, the Town Council then formed a Main Street Committee to continue with preservation efforts and assist with projects such as the National Road Streetscape. On December 7, 2001, Cumberland was listed in the National Register of Historic Places, and in 2002 the Town Council of Cumberland passed a resolution supporting the development of a conservation district.

CONSERVATION AREA DELINEATION



Buckley's Restaurant, located at 11720 E. Washington St., was known for its family-style meals and barbeque. The building is now occupied by Sero's Restaurant.

CUMBERLAND CONSERVATION AREA

CONSERVATION AREA DELINEATION

The Cumberland Conservation District is primarily a residential neighborhood that is bisected by Washington St./US 40, a major east-west traffic thoroughfare. The structures along Washington Street include both historic and non-historic structures, and include a variety of uses, including commercial, office, retail, and residential. The areas north and south of Washington Street are primarily single and two-family houses, although there are several non-contributing structures, such as an industrial building and an apartment complex. The conservation district also includes two public parks, two government buildings, and a church.

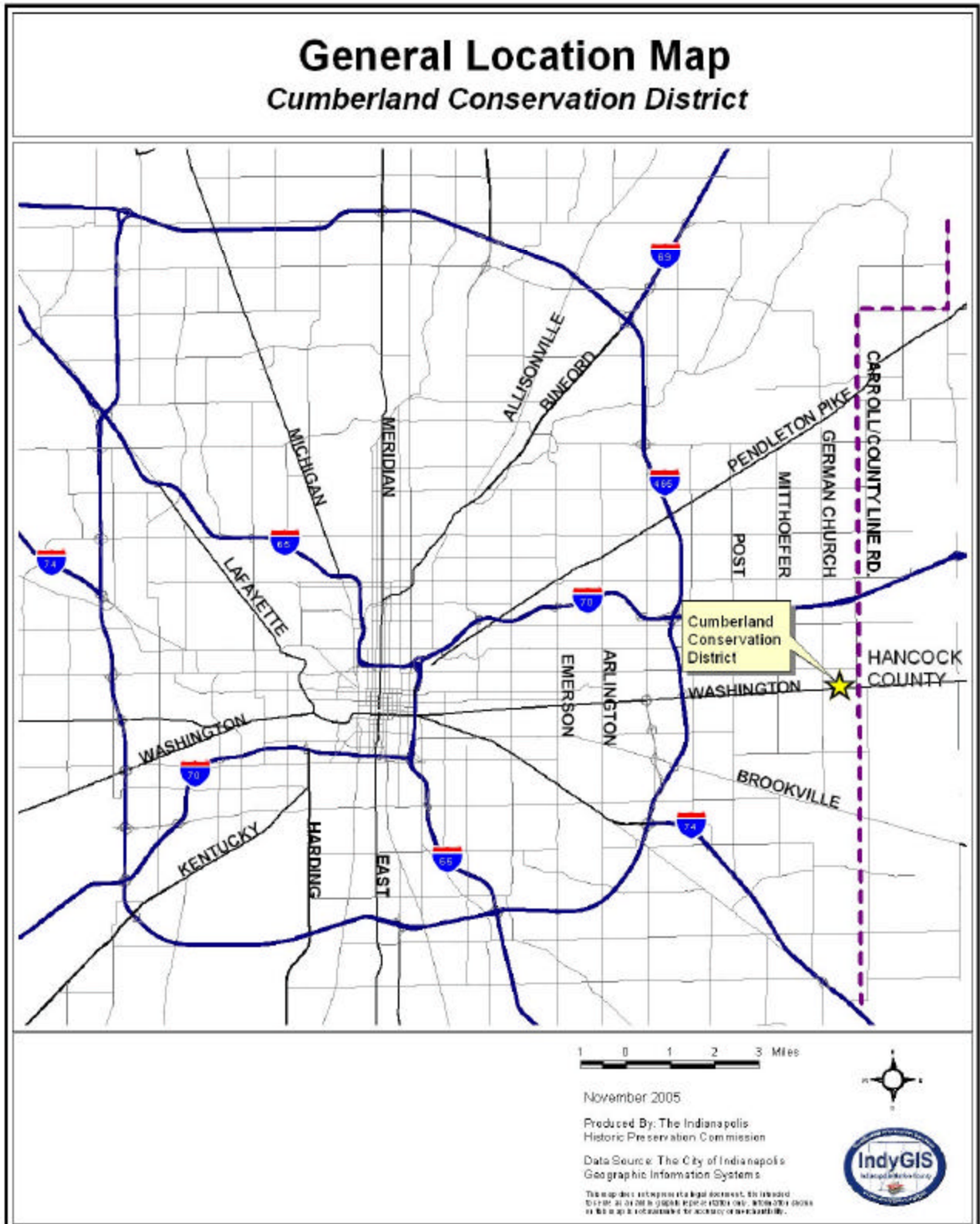
The boundaries of the Cumberland Conservation District are larger than those set forth by the National Register of Historic Places. The conservation district boundaries were expanded to the east and west of the existing National Register boundaries in an effort to discourage encroaching suburban-style development and insensitive land use and to promote context sensitive design and neighborhood friendly services. Once a small isolated town along the National Road, Cumberland now faces considerable development pressures from commercial expansion to the east and west. To the north of the conservation district is residential housing, to the south is industrial buildings, to the east is suburban-style development and farm fields, and to the west are big-box commercial structures and suburban-style development.

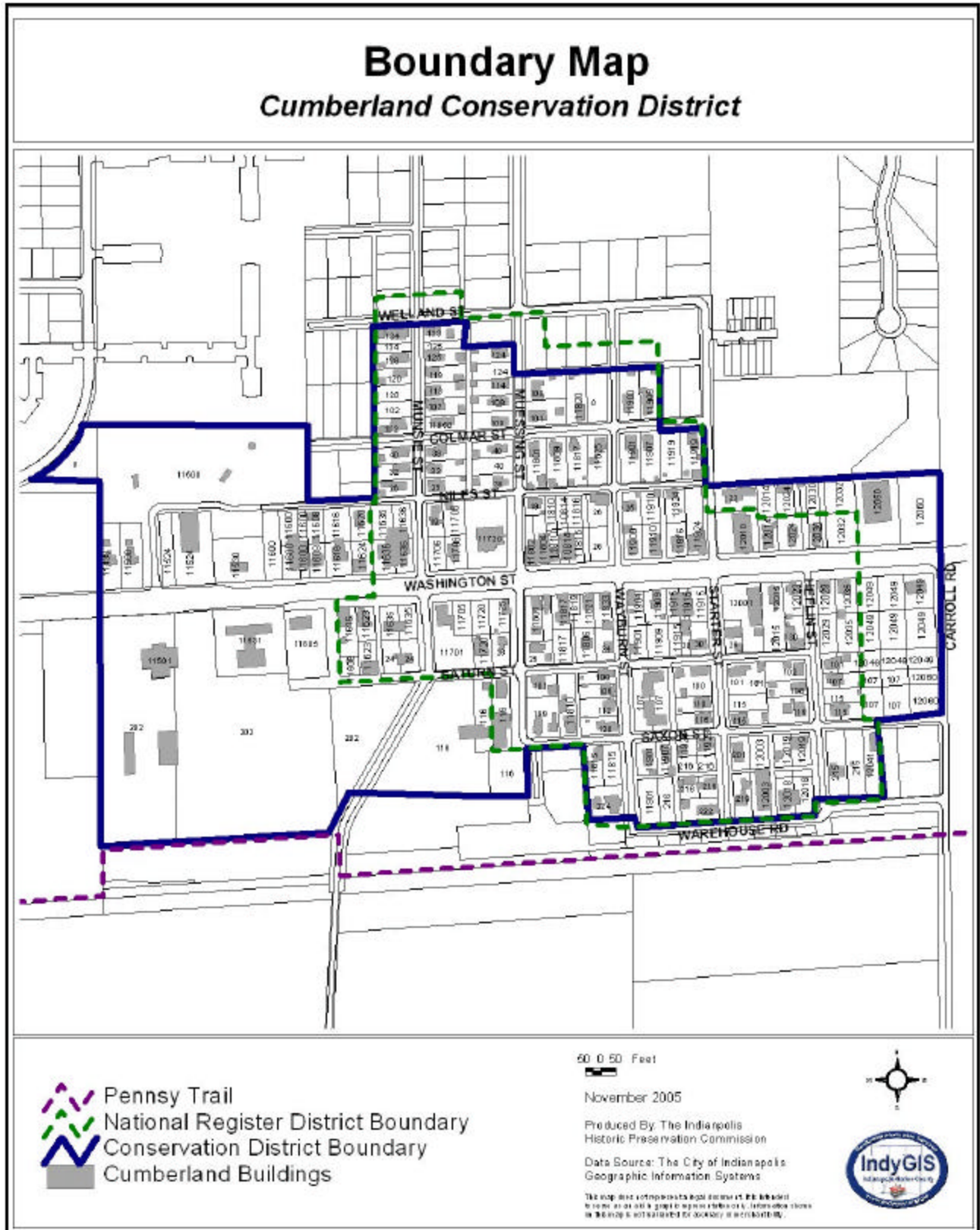
The boundary officially designated by this plan is described below and depicted on page 6.

BOUNDARY DESCRIPTION

Beginning at the northwest corner of National Road Park, the boundary line proceeds eastward approximately 703 feet along the northern parcel line of said park, and then turns southward to the northern curbline of Niles Street. From here, the boundary extends eastward along the north curbline of Niles Street until reaching the west parcel line of the property at 26 N. Munsie Street. From this point, the line turns northward and proceeds to the south curbline of Welland Street. The boundary then turns eastward, following the south curbline of Welland Street, and extends to the northeast corner of the property at 133 N. Munsie Street. At this point, the boundary turns southward, proceeding for approximately 80 feet, until reaching the northeast corner of the parcel at 125 N. Munsie Street. From here, the boundary turns eastward and follows the north parcel line of 124 N. Muessing Street to the west curbline of Muessing Street. The line then turns southward, proceeding approximately 105 feet, and then turns eastward and extends about 427 feet to the northeast corner of the property at 15 Colmar Street. At this point, the line turns southward, extending along the east parcel line of said property, to the south curbline of Colmar Street. The boundary then turns eastward to the west curbline of Starter Street, and then turns due south to the intersection of Niles Street and Starter Street. At this intersection, the boundary turns east and extends approximately 754 feet to the northeast corner of the parcel at 12060 E. Washington Street. From here, the line turns due south, crossing Washington Street, and proceeds along the western curbline of Carroll Road until reaching the intersection of said road and Saxon Street. At this intersection, the boundary turns west and proceeds about 196 feet along the north curbline of Saxon Street. The line then turns southward along the east parcel line of the property at 12041 Saxon Street to the north curbline of Warehouse Road. From here, the boundary turns westward and follows the north curbline of Warehouse Road to the intersection

of said road and Wayburn Street. At this point, the boundary turns northward, proceeding for about 35 feet, then turns due west and follows the south parcel line of the property at 224 S. Wayburn Street. At the southwest corner of the aforementioned property, the line turns northward to the south curblineline of Saxon Street. From here, the boundary turns westward along the south curblineline of Saxon Street and proceeds to the intersection of said street and Muessing Street. At this intersection, the line turns southward and extends to the southeast corner of the parcel at 115 S. Muessing St. (parcel #7029393). At this corner, the boundary line turns westward and follows the south parcel lines of the property at 116 S. Muessing Street (parcel #7029393 and 7029837) to the west curblineline of Munsie Street. From here, the boundary turns southwest and proceeds for about 140 feet. The line then turns westward and proceeds to the southwest corner of the property at 11501 E. Washington Street. From here, the boundary turns northward for about 1,157 feet. At this point, the line turns westward to the eastern curblineline of Woodlark Drive. The boundary then follows the eastern curblineline of Woodlark Dr. to its point of origin.





HISTORICAL & ARCHITECTURAL SIGNIFICANCE



Located at 11817 E. Washington Street, this 1½-story bungalow was constructed around 1915 for the Langenburg family (pictured). The house was later converted into a retail use and is now occupied by Cumberland Flowers.

CUMBERLAND CONSERVATION AREA

HISTORICAL SIGNIFICANCE

The town of Cumberland, Indiana is significant for its association with and its contribution to the broad patterns of both state and national history: to wit, the Old National Road or US 40. Cumberland, Indiana, named for the city in Maryland where National Road construction began, retains a unique place in the history of the state. Its beginnings were directly related to construction of the National Road, and Cumberland, Indiana supplied men and materials to construct portions of the road. Originally, the road was just a grubbed out pathway that was later modernized with planks. Cumberland offered early travelers overnight lodging, prepared food, and stabling for their animals. Cumberland citizens manned a local toll collection point where travelers had to pay for the use of the thoroughfare. The main street of the town for many years served as the right-of-way for interurban trains, and Stop 17 for the Terre Haute, Indianapolis, and Eastern trains was in Cumberland. When the automobile supplanted the interurban as a primary means of transportation, Cumberland businesses and local retailers continued to support travelers with goods and services to assist them along their way.

The significance of Cumberland's historic district is two-fold. First, it retains a contiguous collection of buildings that symbolize Cumberland's main period of economic growth (1880 to 1950), and the buildings aligned along the sides of US 40 provide a physical and visual image of this time period. Secondly, the Cumberland historic district retains, at present, its historical significance as a community founded for the express purpose of supporting the transportation of people and things – first the National Road, then the interurban trains, and finally the modern automobile. Unlike other Marion County, Indiana communities that owed their existence to transportation such as Allisonville, Castleton, Augusta, and Beech Grove, Cumberland has not lost its singular historical identity through the encroachment of suburbia. To this day, when anyone mentions Cumberland, an immediate association of the community with the road that gave it its name, is made.

In 1806, President Thomas Jefferson signed the bill appropriating funds for conducting a survey for the route of the National Road, a thoroughfare that would connect the eastern seaboard with the slowly developing trans-Appalachian area of the southern portion of the Northwest Territory. The road eventually stretched from Cumberland, Maryland to Wheeling, West Virginia. As the project progressed, more funds were appropriated and work moved past Wheeling on the way to the final terminus of St. Louis, Missouri. A report from the 1820s noted that the right-of-way across Ohio and Indiana, "is mostly an easy rolling country with frequent long straightaway for the entire distance."

In 1827, a survey team entered Warren Township, Marion County, Indiana to commence surveying Indiana's section of the road. Beginning at Indianapolis and building both east and west simultaneously, the eastbound construction crew reached Warren Township in 1829. The 80-foot roadway, cleared of small stumps and with larger stumps reduced to a height that would clear the standard wagon of the period, offered passable travel in good weather but became a quagmire after even a light rain. Broken stone was employed to make the road surface more all weather, and, in time, planks from local sawmills became the road surface of choice. Planks made for a smooth ride but they deteriorated quickly and had to be replaced on a regular basis. Based on the Indiana General Assembly's acceptance of responsibility for maintaining the state

portion of the road, the Central Plank Road Company received an 1851 charter, "for the purpose of planking and graveling that portion of the National Road running through the counties of Hancock, Marion, Hendricks and Putnam."



Cumberland First Baptist Church, c.1840

The settlement of Cumberland became official in 1831 when it was platted on part of Samuel Fullen's original land purchase. The surveyed area of the town consisted of six streets - East, West, North, South, Main, and Cumberland (the National Road). Aside from the normal construction of homes for community residents and public facilities such as inns and pens for holding stock in transit, the most important building constructed soon after Cumberland's settlement was the First Baptist Church. Established in 1832, the church congregation met in a private home until a separate meeting place was built on a plot of land near the intersection of South and Main Streets (now South Muessing Street) in 1840. This location became the site of all three of the churches built by the First Baptist congregation during its existence.

The 1840s witnessed a number of important events in Cumberland's history. In 1842, a post office was established in one of the local stores. As was the case for many small communities, in the early days the mail was dropped off at a store, and local residents stopped by to get their mail. For the first few decades of Cumberland's history, mail service was more a matter of who would accept the challenge rather than an official activity of the government. In October 1843, a party of dignitaries from Indianapolis passed through (and may have stopped off at Little's Tavern later upgraded to Hotel on the east side of Cumberland) on the way to Richmond, Indiana to meet at a barbecue held there in honor of a visit by perennial presidential candidate Henry Clay. Clay was stumping the area in preparation for his presidential campaign in 1844. Little's Hotel, which was built early in the 1830s, served the traveling public with food, drink, and accommodations for over one hundred years before it was torn down in 1968. The original location is in the conservation district.

During this same period of time, the National Road authorities operated five toll collection points between Cumberland and Indianapolis, a distance of ten miles. One of the collection points was on the western edge of Cumberland. During this decade, Cumberland and the surrounding region played host to significant influx of German immigrants looking for land and business opportunities.

The 1850s and 1860s were decades of slow, steady growth for Cumberland. Traffic along the National Road, which increased exponentially when the road first opened up, settled down to a steady flow of westward bound immigrants. To make the trip not only feasible but also less of a challenge, Cumberland offered the services of blacksmiths to shoe stock and fix wagons; retail stores to provide the bare necessities in food and other consumables; and lodgings for overnight guests. Stagecoach passengers could stop and refresh themselves at Cumberland's inn and taverns. One immigrant to Cumberland who arrived in 1861, from Indianapolis not Germany, was Charles Heinrich. Heinrich moved his family to Cumberland to start up a farm and "a general mercantile house" that would provide consumer goods to local farmers and travelers on the National Road. Although the building no longer exists, one of Heinrich's enterprises appears

to have been situated on the southern boundary of the district near the Baptist church. Ever vigilant for business opportunities, Charles or his son Ernest bought land east and north of the original plat and developed the land that became the present day streets between Muessing and Starter and Niles and Welland, which is known as the "Heinrich Addition."

The next two decades were a period of limited growth for Cumberland. Local farmers continued to clear the land in the region, and the harvested wood was reduced to finished lumber in a number of sawmills operating around Cumberland. The National Road, now graveled and later macadamized, still provided a steady flow of travelers, not as many headed west of the Wabash River but now supporting more local needs for business travelers and local farmers. Indianapolis was still ten miles away, and the road was the most direct route to the capitol city and its markets. In 1883, the second building for worship by the congregation of the First Baptist Church was erected on the same site as the previous church. In May 1891, the train carrying President Benjamin Harrison on a nationwide tour passed through Cumberland on its return swing through Indiana on the way back to Washington, D.C. Interestingly, while the coming of the railroad meant so much to the development of many Indiana communities, the Pennsylvania line that passed just to the south of Cumberland seems to have had very little impact on this community's growth. There is evidence that the railroad did not even maintain a depot at Cumberland. The railroad's apparent lack of influence on Cumberland's fortunes reinforces the significance of the National Road to Cumberland's history.

The turn of the century brought a number of major changes to Cumberland that directly affected its future. Long distance rail travel grew increasingly common during the closing decades of the nineteenth century. The beginning of the twentieth century brought into play the use of rail travel on a more local level. The interurban trains that began to crisscross Indiana at the turn of the century brought to Cumberland and many small communities the availability of scheduled rail service to all the major cities in the state, and concurrently, the markets that existed therein.

The Terre Haute, Indianapolis & Eastern Traction Company (THI&E) began service to Greenfield, Indiana, through Cumberland in 1900. The tracks would eventually reach Richmond, Indiana and points east. The interurban tracks ran down the center of the National Road (US 40) through the heart of Cumberland's business district; the same district now encompassed by the conservation district. As one authority noted about

interurban trains, "the interurban railways were conceived as a utilitarian means of local transportation, meeting the need of the farmer, small townner, and commercial traveler in the era before the private automobile." The THI&E operated nine trains through Cumberland on a daily basis. The service included three freight cars per day in addition to the passenger trains. Stop 17 was the point along the tracks that served Cumberland; W.A. Caylor was the local agent. This rail connection to larger markets east and west of Cumberland helped local farmers transport their produce there in a timely manner; local retailers now had daily access to their suppliers.



An interurban train traveling along the National Road in Cumberland.

The portion of US 40 in the center of Cumberland was the business hub of the community. Businesses and public buildings lining both sides of US 40 included the Cumberland Bank,

Caylor's Grocery, the local post office, the Masonic lodge, Shutt's blacksmith shop, the doctor's office, and a cobbler/harness repair shop when the main transportation means were a horse and wagon. Cumberland's population at this time was 400, and most of these folks lived and worked near the business hub. Many of the town's turn of the century style residences remain in the district; some have been adapted to commercial uses, but some continue as the primary residence for Cumberland citizens.

In 1905 another major innovation made an appearance in Cumberland in the form of a modern communication system. The Central Union Telephone Company was established and operated out of William Caylor's house on Colmar Street. The switchboard operator was one of Caylor's daughters. Another means of communication was also initiated in Cumberland in the first decade of the twentieth century. The *Marion County Times*, first published in 1909 and only for a few years, heralded itself as "The Only Newspaper Published in Marion County Outside of Indianapolis." During its short life, the paper kept the Cumberland community apprised of local and national news, including current farm prices at the Cumberland Market. Cumberland's access to information grew through these entrepreneurial ventures, as did its financial enterprise. The Cumberland Bank, established in 1907, met the needs of the community until the infamous bank holiday, ordered by President Franklin Roosevelt on March 6, 1933, closed its doors, and they never reopened. This was a calamity to many in Cumberland who lost everything they had deposited in the bank.

The 1920s were a time of relative prosperity for Cumberland as evidenced by the many homes in the district that date from that period. The grocery stores along US 40 continued to serve local residents' and travelers' needs. As the horse and wagon gave way to the horseless carriage, gas stations replaced harness and blacksmith shops. The THI&E continued to serve the community with passenger and freight trains passing through Cumberland each day.

The demise of many interurban companies that occurred in the 1930s, and the massive improvements in paved roads in the 1940s, rapidly increased the number of automobiles passing through Cumberland each day. Although World War II greatly reduced the availability of gasoline and other automotive necessities, the end of the Depression and the following decades was a time of expansion for travel-related businesses. On both sides of US 40, service stations and automobile repair shops such as Franke's, Ostermeyer Studebaker, Hudson's DX Service, Hill's Standard Service Station, and Bump's Garage, replenished fuel supplies for travelers and locals alike. There was no shortage of work for Cumberland's mechanics or its service station owners. Replenishing the bodies of travelers and locals was the job of a number of restaurants scattered along the right-of-way of US 40. Most notable were Buckley's restaurant at North



Muessing and US 40 and Miller's Lunch across the highway and farther west. Buckley's, the original building subsumed into the present day Sero's, was famous for family-style meals, such as fried chicken, and especially for its barbecue that was offered to the public in a stand just to the west of the main building. Miller's Lunch was more of a local hangout, but anyone with a healthy appetite was truly welcome.

Local residents recall the Cumberland Lions Club organizing homeowners during the 1940s and 1950s to provide rooms for tourists attending the Indianapolis 500 race. Cumberland made this annual event almost a community affair: rooms were rented for \$5.00 to \$6.00 a night, sack lunches were bought from Buckley's; and race guests were provided an early breakfast before departing for the track in Speedway, Indiana.

Although many of the retail stores and groceries along US 40 in Cumberland have been replaced or adapted to other uses, evidence of the heart of the business hub during the period of significance still remains. The encroachment of Indianapolis' residential suburbs and proliferating strip malls threaten this unique collection of commercial properties and residences.

Cumberland serves to remind us of a period in our history when travel, once a demanding and tiresome endeavor, became an adventure. As the transition from horse and wagon to interurban and finally to the private automobile was made, Cumberland readapted its mission to support this evolution and remains today as a symbol of times past.



Sanborn Fire Insurance Map, 1954. Note the historic street names, lack of street addresses, and structures that have been lost.

ARCHITECTURAL SIGNIFICANCE

Cumberland's historic commercial buildings and residences typically reflect the architectural characteristics of six different styles. In some cases, through a process of evolution that is typical of a neighborhood in transition during dynamic periods of growth, architectural stylistic details blend; in other cases, evolutionary changes significantly impact the integrity of the resource. The predominant architectural styles in the district are Folk Victorian, Craftsman bungalow, and American Four Square. Scattered among the more numerous represented styles are examples of vernacular residences, some eclectic mixes, and a number of commercial vernacular buildings. The district's period of significance is 1880 to 1950.

Cumberland, once an isolated nodule of commercial businesses dedicated to serving the traveling public and the farms of eastern Warren Township, has suffered significant losses of its historical resources and its economic primacy. The causes of these losses include numerous changes to the right-of-way of Washington St./US 40 and the encroachment of retail malls that draw consumers away from the historic business center along the edges of the Washington St./US 40 corridor.

However, commercial encroachment is not the only danger to historic resources in the district. One of the most common is the adaptation of historic resources to other uses with little attempt at preserving the resource's architectural or historical significance. Several non-contributing buildings have been significantly altered with little concern for the structure's historic or architectural significance. One such building is the former Buckley's Restaurant at 11720 E. Washington St., now present-day Sero's Restaurant. Much of the original art moderne-style building was subsumed into the modern structure.

The Folk Victorian residences in the district demonstrate the many popular variations of this style in the late 19th and early 20th centuries during the same period as the equally popular Queen Anne style. Folk Victorian homes offered the builder an opportunity to show off his carpenter skills by adding elaborate Victorian decorative details to an otherwise very plain house style, and the owners embellished their homes with details that allowed them to impart uniqueness to a simple design at a low cost.

The small 1-story house at 11801 E. Washington St. is a typical example of a Folk Victorian home with a minimum of embellishment. Built c.1880, the house rests on a brick foundation. The basic front gable and wing structure has wood clapboard exterior walls that support a simple shallow eave, and scrolled brackets support the narrow fascia board of the gable. A diamond-shaped, pierced ventilator is centered in the gable, below the peak. The four-over-four double-hung windows are original. The window surrounds have plain sides, wooden sills, and drip caps. The side porch is probably not original. The steps and floor are concrete; the balustrade, usually wooden, has been replaced with brick and the porch supports, typically turned wooden posts, are now square brick. The entrance door, positioned in the ell, is not original. Partially obscured by the black metal security door, the replacement door appears to be from the 1950s.

Just west of the house described above is another example of the Folk Victorian style with minimum decorative details. Built c.1880, the house at 11725 E. Washington St. was rated "notable" in the *Warren Township Interim Report*. A slight variation of the previous house, this

residence had its main entrance in the gable front. The wood clapboard siding is original. While no longer present, a porch probably graced the street front facade; a small period porch now provides protection to the primary side entrances. Turned wooden posts support the porch's shed-type roof and decorative pierced detailing is suspended from the underside of the entablature. The north façade has a single doorway and a pair of windows in a configuration similar to shotgun style versions of this style. The windows are original, four-over-four double-hung, and the door, which also appears original, is glazed in the upper half and is wooden in the lower half. The surrounds of the door and window openings have simple flat sides with milled drip caps. Above the front entrance and centered in the gable are paired, one-over-one double-hung windows that appear modern and are likely not original. Decorative brackets support the eaves on this façade, and a decorative pendant is present in the peak of the gable.

The 1-story, gable front and wing Folk Victorian house at 11907 Colmar St. is another variation on the basic style and has been modified by adding a small wing on the east side and a shed roof addition to the rear. The modifications appear to be early in the life of the building, built c.1900, and demonstrate the evolution of many of the small homes in the district – as the family grew, so did the house. From a brick foundation, the wood clapboard exterior siding extends upward to simple moderate eaves overhangs supported at the corners by scroll brackets. Vertical board siding highlights the infill of the gable ends; the lower ends of the boards are staggered in a saw tooth pattern. A small square ventilator is centered in each gable. On the front façade, the gable peak is accentuated by a decorative cross bracing reminiscent of the Gothic Revival style. A low silhouette brick chimney rises from the center of the roof at the intersection of the wing and front gable. The small shed roof porch in the ell is decorated with spindle work and board siding in the saw tooth pattern. The one-over-one, double-hung windows throughout the house appear original, and the surrounds typify those seen in other Folk Victorian houses. The doors are original, single-glazed in the upper half and wood paneled in the lower half.

West of the previously described house is a 1½ -story home, built c. 1900, at 11825 Colmar St., which demonstrates a third variation on the Folk Victorian style in a hall and parlor configuration. The switchboard operation of Cumberland's first telephone company was once located in this house. William Caylor, who also owned a local grocery, owned the house. The original house was sheathed in wood clapboard siding that has since been covered with 12-inch tin siding in the early 1950s. The rear wing, not consistent with the standard Folk Victorian configurations, appears to be original or added very soon after original construction. The exterior walls of the front section of the house support a moderately pitched gable end roof with narrow eaves. Scroll brackets support the eaves at intermediate points and at the ends. A simple Gothic-style decorative cross-brace accentuates the gable peak. The four-over-four double-hung windows in the front façade are original. The side windows and the windows in the wing addition are one-over-one double-hung and are consistent with the period. The window surrounds have simple flat sides and flat lintels. A period porch is situated in the ell of the gable end and wing. The porch has a wooden balustrade with plain balusters that extend between the turned posts supporting the shed type roof. Decorative spindle work and brackets add the Victorian touch.

Another variant of the Folk Victorian style is the 1½ -story front-gable house, built c. 1915, at 120 North Munsie St. and the period garage to the left rear of the house. The rough-faced block

foundation supports exterior walls covered by clapboard siding. The open eaves at the roof-wall junction are moderate in depth and unadorned with any decorative detail. The steep pitched roof has gable dormers on the north and south sides; these dormers appear to be original. Wooden shingles and a square ventilator are present in the peak of the front gable. The full-width front porch is likely original in its roofline, but the brick balustrade and support columns were probably a 1920s innovation that replaced the original wooden railing and posts. The one-over-one, double-hung windows are original as are the plain flat sides and lintel of the surrounds. The front door is period with a single glazed upper half and a wooden paneled lower. The garage in the rear is period in its style and construction. The two sets of hinge-mounted doors are glazed in their upper 1/3 with single panes in a 2x3 configuration. The pyramid roof is a style characteristic often seen in Folk Victorian homes.

The 1½-story gable-front and wing at 11907 Saxon St. and the 1½ -story side gable house at 133 North Muessing St., both built c.1890, are examples of other variations on the Folk Victorian style that occur throughout the district. The Saxon St. home includes a number of decorative details often seen on Queen Anne style homes while the Muessing St. house is relatively simple in design and ornamentation.

The Craftsman style bungalows appear with regularity in the district north of Washington St. The simple 1-story side gable bungalow at 200 North Munsie St., built c.1920, demonstrates some of the elements of the Craftsman style with little ornamentation. The rough-faced block foundation supports vinyl clad exterior walls that terminate in wide eaves with exposed rafter ends. The low pitched roof of the house extends in one continuous line to cover the front porch; which is a large gable dormer with exposed rafter ends, and a three-unit ribbon window is centered on the forward slope of the roof. The front porch is supported by the original foundation with a wooden deck and a wooden balustrade with square balusters. The support columns for the porch roof are straight (not battered) and are paired at the flanks of the porch. The three-over-one double-hung windows are original and typical of Craftsman style houses. The original front door is glazed with six single panes arranged in 2x3 in the upper portion and wood paneled in the lower portion.

The house at 133 N. Munsie St. is an example of a bungalow that has been modified by replacing all the original windows and doors and covering the exterior with vinyl siding. While vinyl siding is prevalent throughout much of the district, the changes to the windows and doors and extension on the rear of the house severely reduce its architectural significance.

The 1-story bungalow at 11801 Colmar St., built c. 1920, exemplifies the visual sturdiness of the Craftsman style that appears in many homes of the period. The rough-faced block foundation supports vinyl-clad exterior walls that meet the roof junction in narrow overhanging eaves. The hipped roof has two hipped dormers with small three-unit ribbon windows. The west side of the house has a narrow bay with a large three-unit ribbon window. The solid brick balustrade and support columns of the front porch add to the aura of indestructibility of the home. The double-hung windows are glazed three or four lights in the upper sash and a single light in the lower sash. Obscured by a wooden storm door, the main entry door is original with a glazed upper portion and a wood paneled lower portion.

The 1-story cross-gabled home at 114 N. Muessing St., built c.1920, demonstrates a number of decorative details that highlight the variability of the Craftsman style. The flared ends of the fascia board on the porch and on the side gable and the dentil detail and spindle work, also on the porch, embellish an otherwise simple house design. The brick foundation supports vinyl-clad exterior walls that terminate in wide plain eaves. The substantial brick balustrade and support columns for the porch roof lend a sense of permanence that wooden components would not accomplish. Three-over-one double-hung wood windows are original. The entry door is glazed 3x3 in the upper portion and is wood paneled in the lower portion.

The 1½-story house at 102 N. Munsie St., built c.1915, appears to be a hybrid, with elements of a gable and wing and a purely side gable design evidenced in the final construction. The asbestos shingle-clad exterior walls are supported by a rough-faced block foundation. The relatively narrow boxed eaves of the moderately pitched roof end in flared lower ends. Centered over the porch on the east side of the roof is a prominent gable dormer with small, paired windows. The front facing gable of the wing has a large center window with flanking sidelights on the first floor, and a single window in the half story. The front porch balustrade and roof support columns are constructed of cobblestones with mortared joints. The one-over-one, double-hung windows are original; the surrounds have flat sides and milled drip caps. The entry door is not original and appears to be of 1950s vintage.

The bungalow at 115 S. Starter St., built c.1930 with stone veneer added c.1950, demonstrates an eclectic mixture of architectural details that challenges description. The stone-clad battered columns of the front porch are clearly Craftsman style, as are the flared ends of the fascia board, gabled front wing, and hipped roof of the basic roofline. The small eyebrow dormer, with the ventilator, is reminiscent of those seen on either Tudor or on upscale Shingle homes. The fortress effect of the stone veneer and the low silhouette of the overall building lend a massive quality to the visual image of the residence.

The 2-story American Foursquare house at 11833 E. Washington Street, built c.1910, is a typical example of the simple architectural design that made this style so popular in the early decades of the 20th century. The rough-faced block foundation supports wood clapboard walls that terminate in narrow eaves and a hipped roof. The tall, hipped dormer on the front side of the roof is a signature architectural element of the American Foursquare variation of the design. The full-width front porch is another common element in the foursquare design. In this particular example, cast concrete columns that have a decorative base, chamfered corners, and a square capital support the hipped roof. The windows are one-over-one, double-hung and the door is original.

The 2-story duplex at 11825-27 E. Washington, built c.1910, combines a number of Prairie style and American Foursquare design elements and is different from other examples identified in the district. The exterior walls terminate in wide, flared eaves, and the roofline is slightly flared before assuming the basic hipped roofline. The hipped roof dormers, with flared rooflines on the north and west sides, are more closely associated with the Prairie style. The full-width front porch is typical of the style and period: the roof supports are cast concrete with a decorative base on the lower half and a round shaft on the upper half below the capital. The duplex as one-over-

one, double-hung windows, and the two entry doors are original with single glazing in the upper half and wood paneled in the lower half.

The 2-story American Foursquare at 124 N. Muessing St., built c.1910, demonstrates another variation on the basic design through a number of elements. Aside from the typical elements of the square plan, hipped roof, and front dormer, this house enjoys some differences that separate it from its district neighbors. The cast concrete porch supports are decorated with raised panels through their full length, including the chamfered upper half. Two shorter cast column bases flanking the steps at deck level act to define the entry point onto the porch and serve as planters. The sidelights flanking the entry door add a touch of colonial elegance to an otherwise simple design.

Many of the commercial buildings along Washington St., and in other parts of the district, have been lost to development or removal because of age or disuse. The few remaining examples remind viewers of the commercial and pedestrian activity that once was so prevalent in the town center.

Located at 11810 E. Washington St. is the building that fulfilled a major role in the daily life of Cumberland. Built in 1907, the Cumberland Bank served the community for many years. After the banking enterprise closed, the building was used as the community post office until 1968. Historical photographs of the building show two entry doors, one on either side of the large arched window. The entry on the right, which once led to the upstairs office of a local doctor, was later infilled. While the original brick exterior was stuccoed, the elements of the original commercial vernacular design, such as the large center window, the paired windows in the second floor (with unchanged fenestration) and the dominant Italianate cornice remain as evidence of the original building's appearance.

Immediately west of the Cumberland Bank building at 11808 E. Washington St. is a 1-story building, built c.1910, which once housed Cumberland Lodge #726 of the Free and Accepted Masons. A comparison between a historical photograph and the current façade of the building revealed little change in the principal elevation. The windows, originally single glazed with a transom, have been modernized, but the shape and size remain original. The twin pilasters that flank the doorway are the same as the original and in conjunction with the original door would have created the sense of a temple entrance. The simple overhang that protects the entrance appears to be original.

East of the bank building at 11814 E. Washington St. is a small 1-story commercial building, built c.1945, which occupies the same lot once containing the community building where the Modern Woodmen held their meetings. Designed in the vernacular style of many earlier commercial buildings, the current façade shows little change from the original. Although the building has had many different occupants, and the signage has changed over time, its basic design remains unaltered.

Across the street from the bank building at 11821 E. Washington St. is a small Folk Victorian commercial building. Built c.1900, this simple structure is the oldest commercial building remaining in the district and provides a ready image of the past. Supported by a stone

foundation, the original clapboard exterior walls terminate in unadorned narrow eaves. The gable front façade has a large single window with four panes mounted in standard muntins. The entry door is period and single glazed in the upper two-thirds, wood paneled in the lower. During more recent times, the building has been used as a barbershop, a beauty shop, and a gift shop.

Over time many of the homes in the district that front on Washington St. have been converted/modified to accommodate business ventures and have lost their architectural characteristics. In some cases, the homes could be returned to their original states. In others, the adaptations have robbed the buildings of any historical significance.

The small Queen Anne cottage at 11623 E. Washington St., built c.1900, is an example of a commercially adapted residence that could be restored to its earlier condition. Now the home of Jan's Antiques, the vinyl siding covers the original clapboards, but the window surrounds, the window sashes and glazing, and the entry door are original. The classic cutaway corners and simple side porch that are indicative of the style remain intact.

Miller's Lunch at 11615 E. Washington St. was for many years a well-known and highly touted eatery for Cumberland natives and the traveling public. Once known as Van Sickle's Tavern, the public part of the building (the 1-story addition to the house) was built c.1930; the Queen Anne house to the rear was probably built around 1900. The restaurant addition has exterior walls of drop siding and the windows throughout the addition three-over-one double hung. A Second Empire style overhang adds an eclectic touch to the front façade. The original Queen Anne style house to which the restaurant was appended retains many of the original architectural details of the style, such as multi-gabled roofline, one-over-one, double-hung windows, and a bay on the west façade.

One of the most prominent buildings in the district is the First Baptist Church at 116 S. Muessing St. The third in a series of Baptist churches for the Cumberland community, the present building was constructed in 1912-13 on the same site as the first two churches; each was torn down as the congregation grew. Simple in design, the two-story church has stuccoed walls, a hipped roof, and a set of broad steps leading up to the main floor. The windows are a mixture of square double hung and Gothic Revival arched, art glass windows. The bulls-eye windows of art glass above the arched windows impart a sense of height and break up the monotony of the plain, unadorned exterior wall above the main floor. The bell in the center bay once graced Cumberland High School, which was built in 1904, and was situated behind (west of) the Baptist church.

The collection of buildings that comprise the Cumberland Conservation District remain as a reminder of a time past when horse-drawn conveyances, the interurban, and the new automobile evolved as the primary means of transportation for the business of everyday life. The story of Cumberland's role in support of these evolutionary changes is contained in the buildings that remain along Washington St./US 40 and in the homes of the people that operated the businesses that met travelers' needs.

BIBLIOGRAPHY

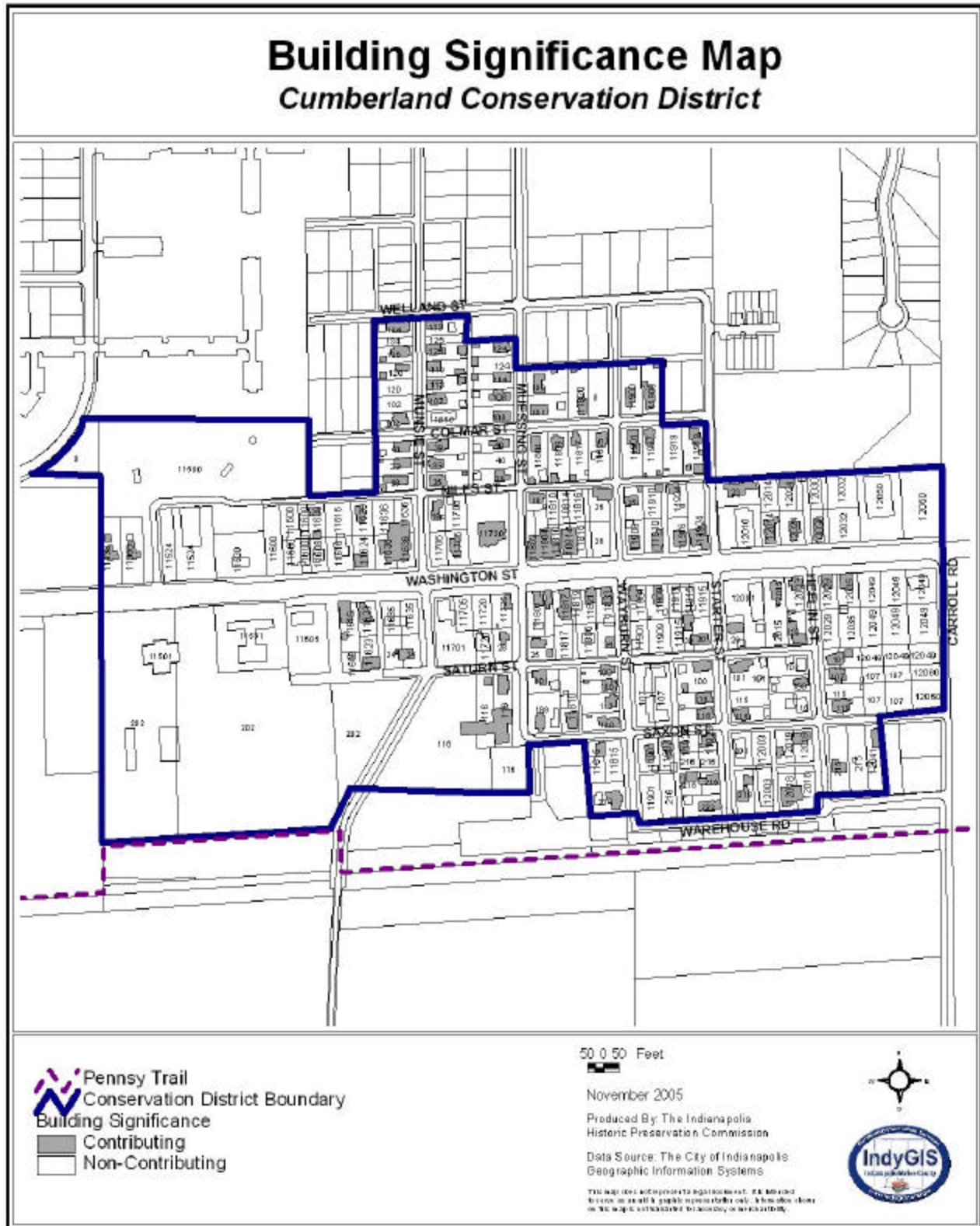
The “Historical & Architectural Significance” section is primarily derived from Cumberland’s National Register of Historic Places registration form. However, several additional sources were consulted during the preservation planning process and are cited below for reference purposes and to provide additional sources of historical information.

United States Department of the Interior. National Park Service. *Cumberland Historic District: National Register of Historic Places Registration Form (October 2001)*, by John Warner. Available from the Indiana Division of Historic Preservation and Archeology, Department of Natural Resources, State of Indiana.

Lewis, Rosalie. *Cumberland Reflections 1831-1988*. Nappanee, Indiana: Evangel Press, 1988.

Korra, Herbert M. and Wendy W. Paige, eds. *The History of Warren Township*, 2nd ed. Indianapolis: Moeller Printing Co., Inc., 1988.

Cumberland History. File folder. Available at the Town of Cumberland Municipal Building, Cumberland, Indiana.



EXISTING CONDITIONS



Cumberland Methodist Church (photo c.1957). The building was originally used as an Evangelical church and was located on south Starter Street. The structure was later purchased by the Methodist Church and moved to 11706 E. Washington St., just east of Hendryx Mortuary. The church was razed c. 1965.

CUMBERLAND CONSERVATION AREA

EXISTING CONDITIONS

The purpose of this section is to give a snapshot view of the general conditions existing within the Cumberland Conservation District at the time this plan was developed and adopted. Suburban-style development from Indianapolis' eastside has already encroached upon the district's western boundary and such development continues to threaten Cumberland's unique small-town atmosphere. The eastern edge of the district, which borders Hancock County, remains mostly rural. However, Hancock County is experiencing significant growth and development and will undoubtedly affect the eastern side of Cumberland. Documenting the existing conditions in Cumberland will help measure the change that occurs in the future.

EXISTING LAND USE

The Cumberland Conservation District contains approximately 226 parcels of land and 132 primary structures.

Most of the land to the north and south of Washington Street is predominantly used for single-family and two-family houses. However, there are a few intrusions into the residential neighborhood, including a multifamily apartment complex and a vacant commercial building in the southern part of the district. There are two parks, National Road Park and Honors Park, located north and south of Washington Street respectively.

The structures along Washington Street serve a variety of uses, including commercial, retail, office, mixed-use, residential, and governmental. There are also several surface parking lots that front Washington Street.

Vacant lots, many of which are buildable, are scattered throughout the district and comprise approximately 18% of the land use in the conservation area.



EXISTING ZONING

The Cumberland Conservation District contains the following zoning districts:

D-5	?	Dwelling District (residential single-family and two-family)
C-3	?	Neighborhood Commercial
SU-1	?	Special Use Religious
SU-9	?	Special Use Government
I-2-S	?	Light Industrial Urban
I-3-U	?	Medium Industrial Urban
PK-1	?	Park

For complete information about permitted uses and development standards, consult the Marion County Zoning Ordinance. Copies of the zoning ordinance may be obtained from the following:

- Administrator of Planning and Development, Cumberland Municipal Building, 11501 E. Washington St., Cumberland.
- Office of Current Planning, 1821 City-County Building, 200 E. Washington Street, Indianapolis.
- Via the internet at <http://www.indygov.org/eGov/City/DMD/Planning/Zoning/municode.htm>

D-5 – The D-5 dwelling district zoning classification permits one and two-family residential structures. This classification covers approximately 41% of the conservation area and is primarily located in the residential areas just north and south of Washington Street.

C-3 – The C-3 neighborhood commercial zoning classification comprises about 50% of the district and is applied to all properties fronting the Washington Street corridor. There are several multifamily houses and the Cumberland Town Hall that are improperly zoned C-3.

SU-1 – Four parcels owned and occupied by the First Baptist Church are zoned SU-1, a special use religious zoning classification.

SU-9 – The SU-9 zoning classification is used for any buildings or grounds used by any department of a Town, City, Township, County, State or Federal Government. In the conservation area, Honor's Park and the rear one-half of the two parcels owned by the Town of Cumberland are zoned SU-9.

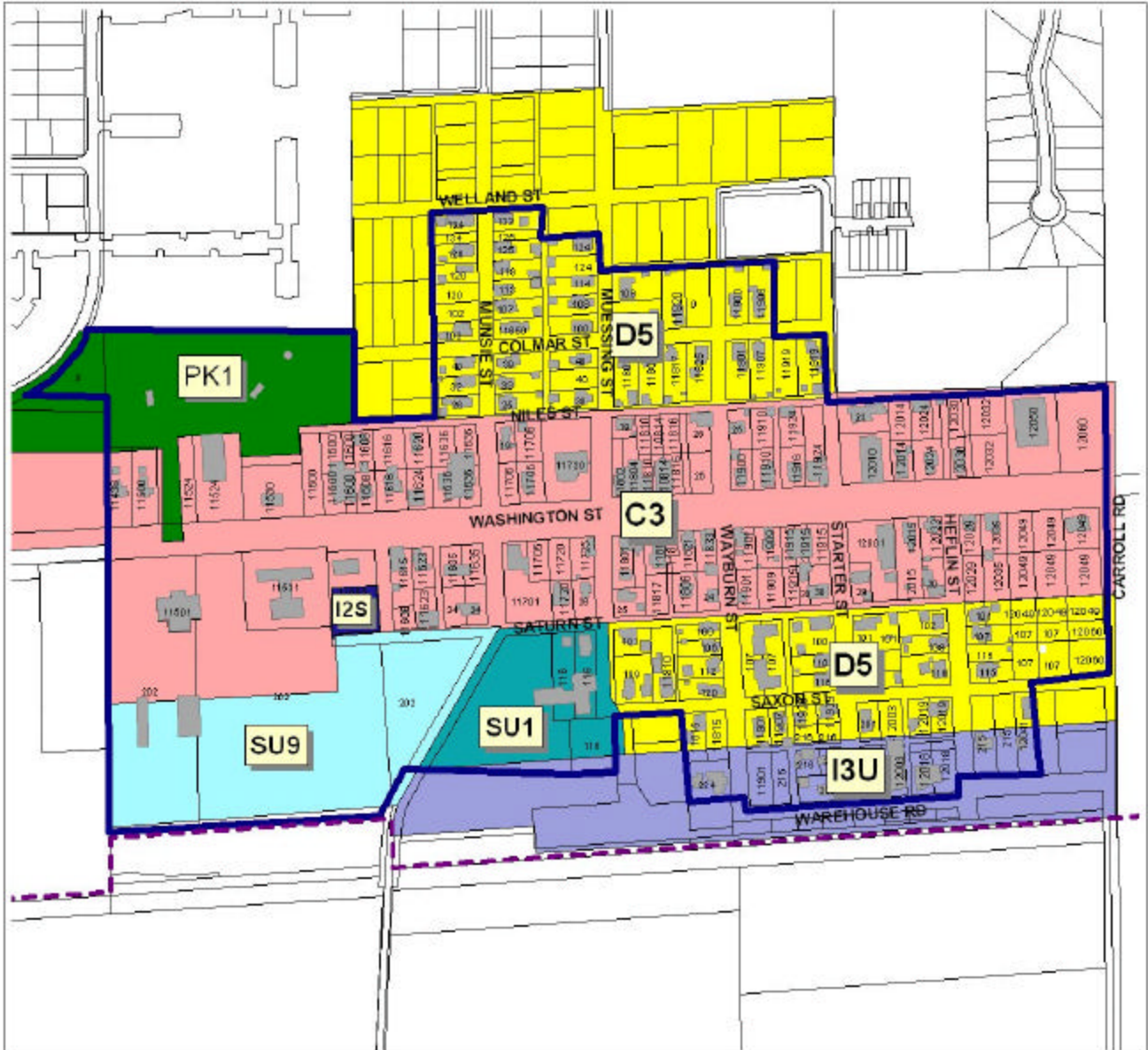
I-2-S – The rear one-half of a parcel owned and occupied by an automotive repair shop is zoned I-2-S for light industrial suburban use.

I-3-U – The southernmost portion of the district, which primarily contains historic houses that have continuously served residential uses, is incorrectly zoned I-3-U for medium industrial uses. There are several industrial businesses located just west of this area, which is also zoned I-3-U.

PK-1 – Two parcels that comprise National Road Park are correctly zoned PK-1 for park use.

Existing Zoning Map

Cumberland Conservation District



- Penny Trail
- Conservation District Boundary
- Cumberland Buildings
- Existing Cumberland Zoning
- C3 - Neighborhood Commercial
- D5 - Single and Two-Family Residential
- I2S - Light Industrial Urban
- I3U - Medium Industrial Urban
- PK1 - Park
- SU1 - Special Use Religious
- SU9 - Special Use Government

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November 2005

Produced By: The Indianapolis
Historic Preservation Commission

Data Source: The City of Indianapolis
Geographic Information Systems

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EXISTING EXTERIOR BUILDING CONDITIONS

Primary structures in the Cumberland Conservation District were surveyed by IHPC staff to determine the general conditions of buildings at the time this plan was developed. Based on a visual analysis from the street, each primary structure was rated in one of the following categories:

CATEGORY:

DEFINITION:

New Construction

Primary structures that were built in the last 40 years.

Significant Alteration

Historic structures that were significantly renovated or altered in a manner that adversely affected the building's original historic appearance.

Mostly Unaltered, in Sound Condition

Historic structures that retain most of the original building elements, have experienced little alteration, and are well maintained.

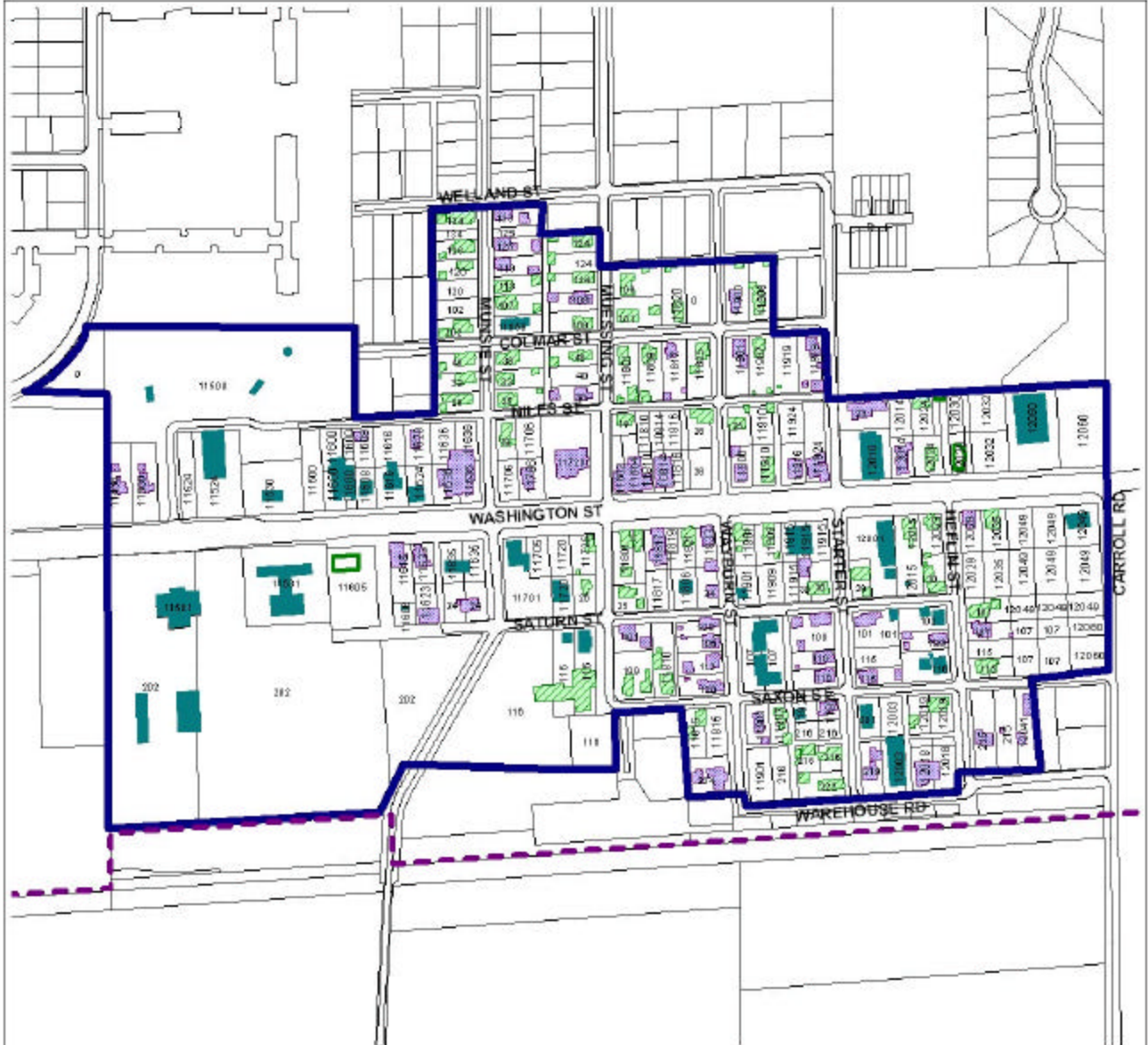
Mostly Unaltered, in Poor Condition








Historic structures that retain most of the original building elements and have experienced little alteration but have obvious deterioration and deferred maintenance.

RATING	NUMBER OF BUILDINGS	PERCENT OF BUILDINGS
New Construction	25	19%
Significant Alteration	50	38%
Mostly Unaltered, in Sound Condition	55	42%
Mostly Unaltered, in Poor Condition	2	2%
TOTAL	132	100%

Existing Exterior Building Condition

Cumberland Conservation District



-  Pennsy Trail
-  Conservation District Boundary
-  Exterior Building Condition
-  Significant Alteration
-  New Construction
-  Mostly unaltered, in sound condition
-  Mostly unaltered, in poor condition

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November 2005

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PRESERVATION OBJECTIVES



Richard (Dick) and Orpha Miller operated *Miller's Lunch*, a popular local restaurant at 11615 E. Washington St., from 1941 – 1965. Photo taken c. 1956.

PRESERVATION OBJECTIVES

BUILDING OBJECTIVES :

- To support and encourage the preservation, maintenance, and rehabilitation of existing historic and non-historic structures in a manner that complements and reflects the history and character of Cumberland.
- To support and encourage new in-fill construction that is compatible with and enhances Cumberland's unique historic and architectural character.

LAND USE OBJECTIVES :

- To support and encourage mixed-use development and neighborhood serving businesses along Washington St./U.S. 40 that are compatible with existing historic structures or appropriate new construction and complement Cumberland's unique small town atmosphere.
- To maintain the residential land use and zoning in the areas north and south of Washington St./U.S. 40, with special exception provided to those properties bordering the Pennsy Trail.

NEW DEVELOPMENT OBJECTIVES :

- To encourage the development of pedestrian-friendly neighborhood businesses and services along Washington St./U.S. 40.
- To encourage the construction of appropriate new single-family and two-family residential housing on the vacant lots north and south of Washington St./U.S. 40 to increase density and strengthen the residential core.
- To encourage trail friendly development along the Pennsy Trail corridor.

PUBLIC INFRASTRUCTURE/AMENITIES OBJECTIVES :

- To improve pedestrian and bicycle amenities throughout the district.
- To retain and maintain the existing historic grid street pattern and alleyways.
- To expose, reconstruct and restore lost historic alleyways where feasible.
- To support public transportation.

RECOMMENDATIONS



The Cumberland School was located on the southeast corner of S. Munsie St. and Saturn St., behind the Cumberland First Baptist Church and across from Honor's Park. The two-story Romanesque Revival building was constructed in 1904 and was demolished in 1964. Date of photo unknown.

CUMBERLAND CONSERVATION AREA

RECOMMENDATIONS

The purpose of this section is to provide recommendations for future actions that will affect the physical development and character of the Cumberland Conservation District. The recommendations were developed by IHPC staff in consultation with Cumberland residents and property owners. As with any recommendations, they are meant to guide, not mandate, and are to be used as tools in developing actions and strategies for future decisions.

LAND USE AND DEVELOPMENT RECOMMENDATIONS

The following land use and development recommendations were developed with Cumberland residents and property owners who chose to participate in creating this plan. Their goal is to encourage mixed-use development and neighborhood serving businesses along Washington St./U.S. 40 and maintain the residential land use and character of areas north and south of Washington St., which collectively identifies Cumberland as a unique small town that developed along the National Road. For planning purposes, properties within the Cumberland Conservation District were categorized into three subareas, each with their own specific recommendations.

SUBAREA A – NATIONAL ROAD CORRIDOR:

1. Encourage and support the continued use of historic commercial buildings as neighborhood serving businesses.
2. Encourage a “Village Mixed-Use¹” atmosphere and the development of new pedestrian-friendly neighborhood serving businesses along Washington St./U.S. 40.
3. If vacant lots should ever be developed, historic buildings lost, or if non-contributing buildings should ever be demolished or lost, it is recommended to support and encourage appropriate new construction on those lots to strengthen the existing mixed-use corridor. New construction should be complementary to surrounding structures in size, scale, height, and setback.
4. Strongly discourage “big box” retailers, drive-thru establishments, auto-related establishments and other types of businesses that emphasize a large amount of outdoor storage and operation.
5. Strongly discourage billboards, cell phone towers, radio towers, and other such non-primary structures along Washington St./U.S. 40.
6. Identify and encourage areas behind primary structures to be developed, improved, and used for parking.
7. Residential (single, two-family or attached multifamily) or mixed-use development is the recommended land use for the historic houses on Washington St./U.S. 40.
8. Consider supporting variances for less than the required parking if the current zoning classification requires more parking than is practically needed for a particular establishment.

¹ In the *Indianapolis Insight: Land Use Mapping Handbook, Comprehensive Plan for Marion County, Indiana* under the “Village Mixed-Use” category it states: “This land category consists of a development focused on a mixed-use core of small, neighborhood office/retail nodes, public and semi-public uses, open space and light industrial development. Residential development densities vary from compact single-family residential development and small-scale multi-family residential development near the “Main Street” or “Village Center” and progress to lower densities outward from this core. Village mixed-use areas are intended to strengthen existing, historically rural, small towns and cities within Indianapolis, which are intended to continue as neighborhood gathering places and should allow a wide range of small businesses, housing types, and public and semi-public facilities. . . Potential development in these areas should focus on design issues related to architecture, building size, parking, landscaping and lighting to promote a pedestrian-oriented “village” or “small town” atmosphere, rather than focusing on residential density. Strip commercial centers, large-scale freestanding retail uses and heavy industrial development are generally inappropriate within this land use category.”

SUBAREA B – NEIGHBORHOOD RESIDENTIAL

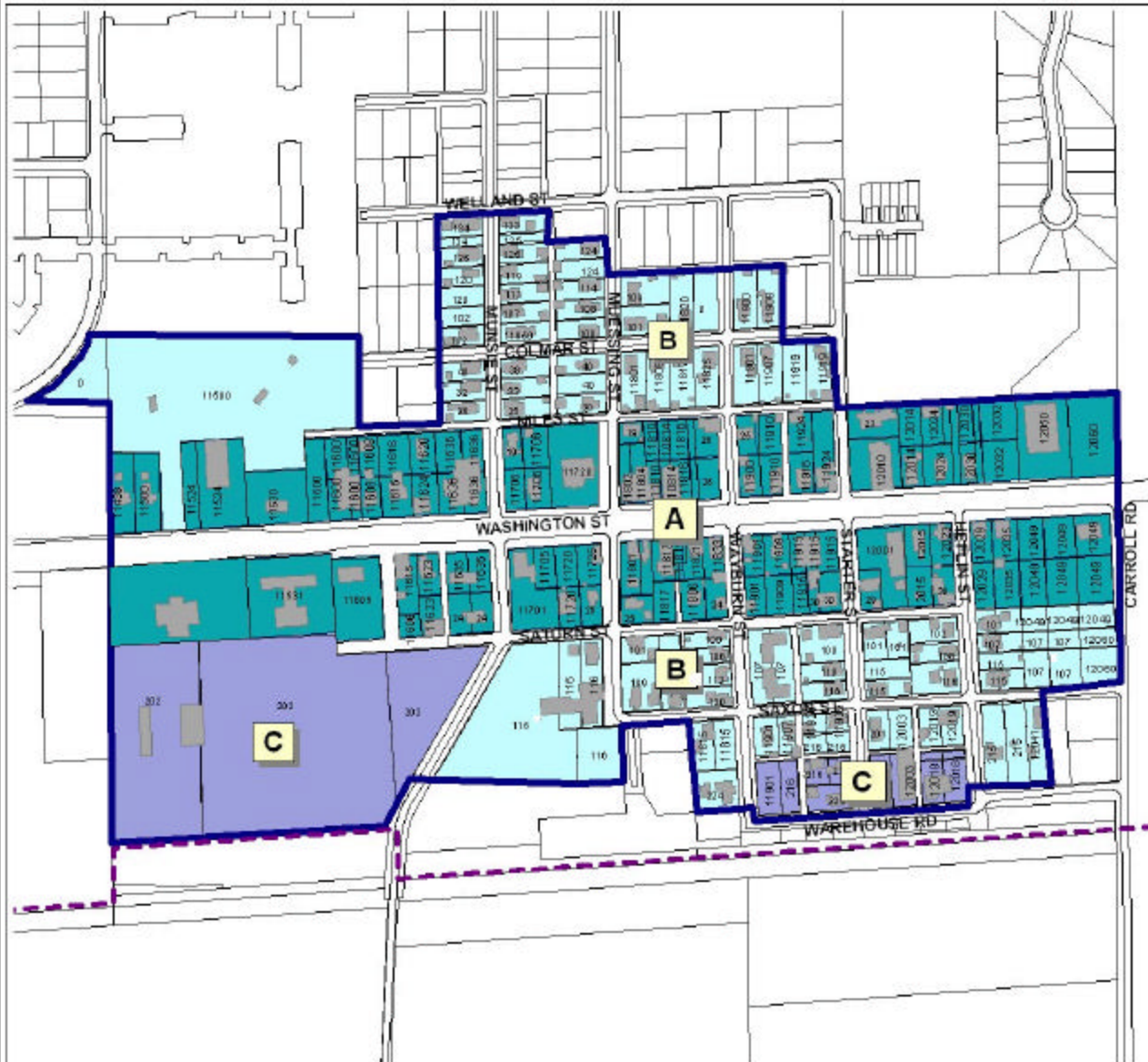
1. All existing residential uses should remain residential.
2. Strongly discourage the conversion of residential buildings to commercial, office, retail or industrial uses.
3. Encourage and support the continued use of houses as residences.
4. Encourage and support the new construction of appropriate single-family or two-family housing on vacant lots to strengthen the existing residential areas. New construction should be complementary to surrounding structures in size, scale, height, and setback.
5. If the apartment building at 107 S. Wayburn St. should ever be demolished or lost, it is strongly recommended that the existing two large parcels should be subdivided and replatted as four parcels. The replatted parcels should be consistent with the lots due west, in the 100 block of south Wayburn St. New development should be single-family or two-family houses in similar density to the surrounding neighborhood.
6. The rear one-half of the lots at 12029 and 12035 E. Washington St. may be replatted to create two new parcels fronting Heflin St. If such a replatting occurs, it is recommended these parcels be zoned D-5 to support the development of single-family and two-family housing.
7. Discourage the demolition of existing structures for parking uses.
8. Encourage connectivity to neighborhood parks, regional parks and the Marion County Connectivity Plan.







SUBAREA C – PENNSY TRAIL CORRIDOR:

1. Encourage the continued use of houses as residences.
2. Consider changes in use from residential to trail-friendly businesses along Warehouse Rd., provided residential buildings retain their residential exterior appearance. Businesses should directly relate to the Pennsy Trail.
3. Trail-friendly businesses should only be permitted in Subarea C. Such establishments should not be permitted in Subarea B in order to preserve the basic structure of the residential core area.
4. Encourage the development of trail access points and trail-related amenities along Warehouse Rd.

Land Use & Zoning Recommendations Sub-Area Map

Cumberland Conservation District



-  Pennsy Trail
 Conservation District Boundary
 Cumberland Buildings
Subareas
 A - National Road Corridor
 B - Neighborhood Residential
 C - Pennsy Trail Corridor

November 2005

Produced By: The Indianapolis
Historic Preservation Commission

Data Source: The City of Indianapolis
Geographic Information Systems

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ZONING RECOMMENDATIONS

SUBAREA A – NATIONAL ROAD CORRIDOR:

1. **Overall Zoning:** Consider rezoning the parcels that front Washington St./U.S. 40 from C-3 to C-3-C to allow for mixed-use and neighborhood serving businesses. The C-3-C zoning classification restricts “big box” development, drive-thru establishments, and auto related establishments and businesses that emphasis large amounts of outdoor storage and operation.
Note: The C-3-C zoning classification legally permits dwelling units, as defined in the Dwelling Districts Zoning Ordinance of Indianapolis-Marion County, Indiana.
2. **11501 E. Washington Street:** Consider rezoning the parcels currently owned and used by the Town of Cumberland from C-3 to SU-9 to legally establish a governmental use.
 - Should the Town of Cumberland ever choose to dispose of this land, consider parceling off the land fronting Washington St. and rezoning to the C-3-C zoning classification.
 - The remaining land may be rezoned to PK-2 since the southern edge of the parcels abuts the proposed Pennsy Trail. The PK-2 zoning classification permits a variety of uses, including residential, commercial, and retail businesses, which should support and compliment the Pennsy Trail.
3. The houses at 25 and 26 N. Wayburn St. and 23 N. Starter St. should be rezoned to D-5 to legally establish residential uses.

SUBAREA B – NEIGHBORHOOD RESIDENTIAL:

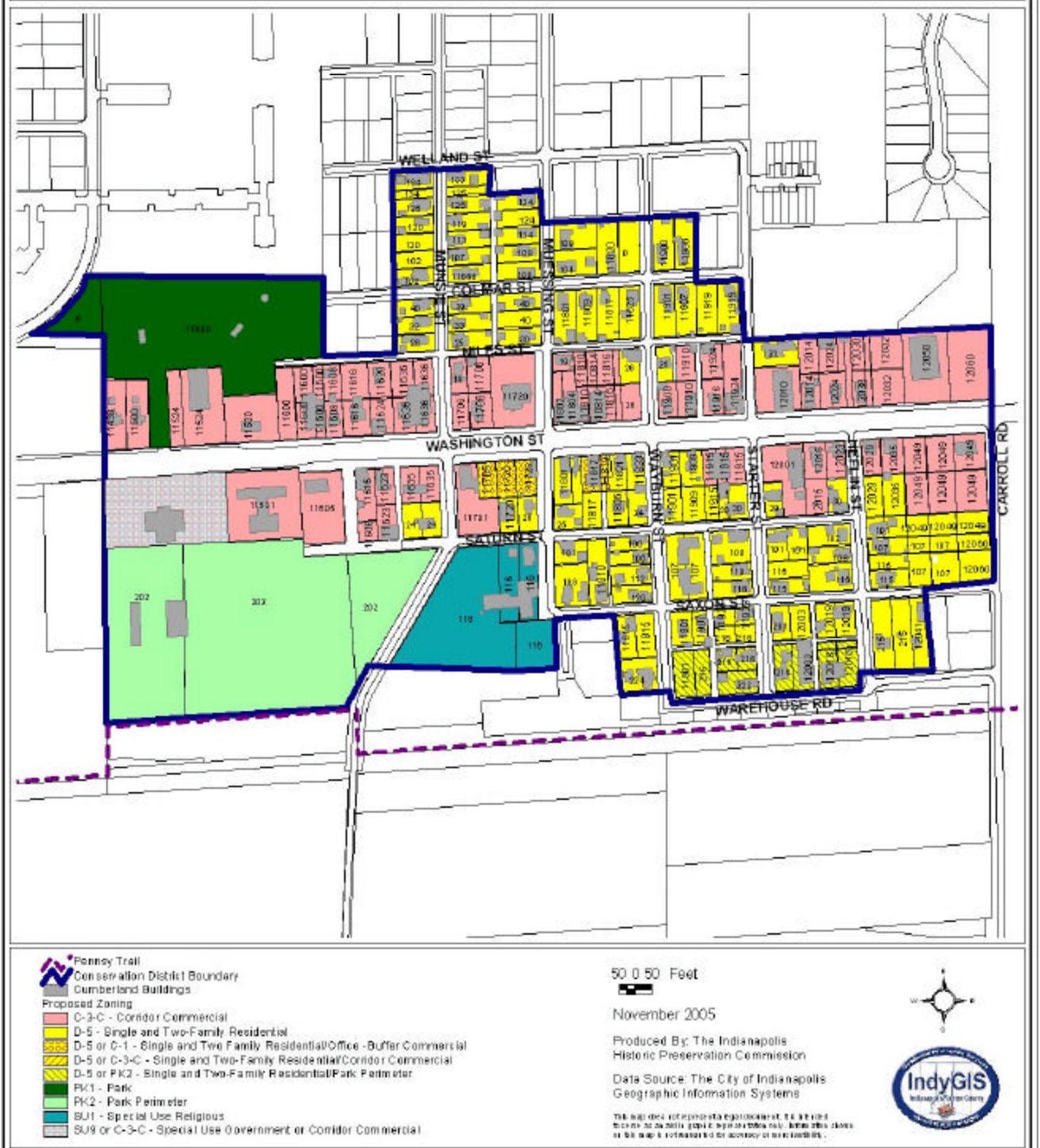
1. **Overall Zoning:** Overall, the D-5 zoning classification is satisfactory and is recommended to stay the same.
2. **107 S. Wayburn Street:** If the non-historic apartment building at 107 S. Wayburn should ever be removed, the D-5 zoning classification is recommended to permit single-family and two-family housing.

SUBAREA C – PENNSY TRAIL CORRIDOR:

1. **Overall Zoning:** Consider rezoning from I-3-U (medium urban industrial) to D-5 to legally establish residential uses.
2. **PK-2:** If the Pennsy Trail is built, the PK-2 zoning classification may also be considered for Subarea C to permit businesses or other establishments that would support and complement the trail.
 - Examples of businesses and establishments that are permitted in PK-2 and that may be appropriate land uses include: residential, public and semi-public uses (swimming pools, tennis courts, ball park, museums, amphitheatre, auditorium, library, civic center) and trail-friendly businesses (restaurants, sidewalk and patio cafés) and other specialty shops (bicycle repair, ice cream and coffee shops, etc.).

Recommended Zoning Map

Cumberland Conservation District



BUILDING RECOMMENDATIONS

The Cumberland Conservation District contains a variety of building types, including commercial, residential, and industrial. Most of the commercial and industrial structures are located along Washington St./U.S. 40, although some of these structures are found in the residential areas. Cumberland's historic residential neighborhood is bisected by Washington St./U.S. 40., which is a major east-west traffic arterial. The residential areas north and south of Washington St./U.S. 40 are characterized by the wide spacing of homes and the abundance of open space, which have been identified as assets by Cumberland residents and are important to the neighborhood's historic character.

1. Encourage the preservation, maintenance, and/or rehabilitation of all existing historic and non-historic structures in the district.
2. Encourage the continued use of commercial buildings for neighborhood serving businesses.
3. Encourage a "Village Mixed-Use²" atmosphere along Washington St./U.S. 40.
4. Encourage the continued use of houses as residences.
5. If existing vacant lots are developed, encourage the construction of compatible single-family or two-family housing in order to strengthen the existing residential areas.
6. Discourage the conversion of residential structures for commercial or retail use unless they front on Washington St./U.S. 40 or are located along the Pennsy Trail Corridor.

² In the *Indianapolis Insight: Land Use Mapping Handbook, Comprehensive Plan for Marion County, Indiana* under the "Village Mixed-Use" category it states: "This land category consists of a development focused on a mixed-use core of small, neighborhood office/retail nodes, public and semi-public uses, open space and light industrial development. Residential development densities vary from compact single-family residential development and small-scale multi-family residential development near the "Main Street" or "Village Center" and progress to lower densities outward from this core. Village mixed use areas are intended to strengthen existing, historically rural, small towns and cities within Indianapolis, which are intended to continue as neighborhood gathering places and should allow a wide range of small businesses, housing types, and public and semi-public facilities. . .Potential development in these areas should focus on design issues related to architecture, building size, parking, landscaping and lighting to promote a pedestrian-oriented "village" or "small town" atmosphere, rather than focusing on residential density. Strip commercial centers, large-scale freestanding retail uses and heavy industrial development are generally inappropriate within this land use category."

TRAFFIC AND THOROUGHFARE RECOMMENDATIONS

Cumberland's layout is a typical grid-system with streets and alleys. Sanborn map research shows the street system has not significantly changed since 1915. The most significant changes were the widening of Washington St./U.S. 40, a major east-west thoroughfare that bisects the district, and the loss of some historic alleys. Although some of the street names were changed, the overall street system is intact. Cumberland's street surfaces and curbs are not historic and are constructed of concrete and asphalt.

1. Maintain the integrity of Cumberland's historic grid layout by preserving the location, shape, and width of all streets.
2. Discourage the widening of or additional curb cuts along Washington St./U.S. 40.
3. Maintain alley access for primary structures that have garages or parking areas with an entrance off an alley.
4. Reconstruct (where feasible) the historic streets and alleys that were lost. Reconstructing the streets and alleys would help restore the historic grid layout; provide convenient access to the rear of properties; reduce curb cuts; and encourage off-street parking.
5. Encourage and support the National Road Streetscape Project.
6. Discourage the permanent closing of streets and alleys.
Exception: It should be noted that the National Road Streetscape Project includes permanently closing a section of south Wayburn Street and converting the vacated street into a pocket park. The National Road Streetscape Project was designed and adopted prior to the Cumberland Conservation District Plan.
7. Encourage off-street parking.
8. Encourage traffic-calming techniques in the area south of Washington St./U.S. 40 to discourage excessive vehicular speed.

PUBLIC INFRASTRUCTURE/AMENITIES RECOMMENDATIONS

1. Encourage pedestrian and bicycle amenities throughout the neighborhood. Consider designating a pedestrian/bicycle lane on neighborhood residential streets.
2. Encourage the maintenance and improvement of the existing sidewalk system on Washington St./U.S. 40.
3. Discourage the addition of new sidewalks within the residential neighborhood where sidewalks did not historically exist. However, sidewalks may be supported on Muessing St. and those streets identified in the Marion County Thoroughfare Plan to provide safe paths for pedestrians and bicycles, to support the Cumberland and Marion County Connectivity Plan, and to encourage pedestrian access to businesses and the Pennsy Trail.
4. Install and identify crosswalks on Washington St./U.S. 40 to provide safe, designated areas where pedestrians and bicycles may traverse the heavily-traveled street.
5. Encourage the addition of historically appropriate landscaping, lighting, and amenities throughout the district.
6. Encourage and support the burial of all utilities.
7. Encourage and support the correction of drainage and storm sewer problems.
8. Encourage and support the mitigation of brownfields.
9. The Town of Cumberland, neighborhood residents, and property owners should investigate, and initiate if feasible, the installation of historic district signage to help denote the district.
10. Encourage and support connectivity in the residential neighborhoods according to the Metropolitan Planning Organization.
11. Encourage and support public transportation facilities and amenities.
12. Encourage the development of the Pennsy Trail.

ARCHITECTURAL AND DESIGN STANDARDS



Grater's Store on Washington St./U.S. 40. Photo taken c.1915.

CUMBERLAND CONSERVATION AREA

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ARCHITECTURAL AND DESIGN STANDARDS

PURPOSE OF ARCHITECTURAL AND DESIGN STANDARDS

These standards are intended to help individual property owners choose an appropriate approach to issues which arise when working on historic buildings and when developing in a conservation district. They are meant to indicate a range of alternative approaches which may differ from building to building and from property to property, but which are, nevertheless, compatible with the character of the Cumberland Conservation District. The standards are not meant to restrict creativity, but are meant to suggest appropriate approaches and to guard against unsympathetic actions.

Each standard contains an explanation of what is subject to review and approval by the IHPC and a set of guidelines that provide recommended and not recommended approaches to specific kinds of work to be undertaken.

CERTIFICATES OF APPROPRIATENESS (COA's)

The Indianapolis Historic Preservation Commission (IHPC) grants approvals by issuing certificates of appropriateness or, in special circumstances, certificates of authorization (in the case of an inappropriate action approved for a special circumstance). The IHPC uses the design standards when it reviews and makes decisions regarding alterations, new construction, reconstruction, and demolition.

THE IHPC'S STATUTORY AUTHORITY TO APPROVE

A state statute (I.C. 36-7-11.1) authorizes the IHPC to review and approve the following actions before they occur in a district:

- construction of any structure
- reconstruction of any structure
- alteration of any structure
- demolition of any structure
- rezoning
- variance of use
- variance of development standards

Before receiving any permits or undertaking any work to or on the exterior of a building, and that constitutes construction, reconstruction, alteration, demolition or that is otherwise included in these standards as "Subject to Review and Approval," a Certificate of Appropriateness or Certificate of Authorization from the Indianapolis Historic Preservation Commission must be obtained. Exemptions, for which no Certificate of Appropriateness or Authorization is needed, are explained in each standard.

WHERE TO FIND HELP

The IHPC staff may be consulted for assistance in meeting the standards, applying for Certificates of Appropriateness, and for obtaining IHPC rules, policies and procedures. At the

time this plan is written, the staff may be reached at (317) 327-4406. Additional information may be obtained from the IHPC website at www.indygov.org/histpres.

CONSERVATION DISTRICT EXEMPTED ACTIONS

The state statute allows a preservation plan to specifically exempt certain categories of work involving the construction, reconstruction, alteration or demolition of structures from the requirement that a certificate of appropriateness be issued. In a preservation plan for a *conservation district*, the following is the guiding principle:

<p>All construction, reconstruction, alteration and demolition of any structures in the conservation district is exempt from the requirement that a certificate of appropriateness be issued UNLESS specifically noted in the design guidelines as “Subject to Review and Approval.”</p>

The above principle is very different from an historic district, where it is assumed that all work is subject to review and approval UNLESS specifically exempted.

DEFINITIONS OF TERMS IN THE STANDARDS

1. NOT SUBJECT TO REVIEW AND APPROVAL

IHPC DOES NOT REVIEW. Each standard has a statement that explains exactly what is NOT subject to review and approval by the IHPC and does NOT need a Certificate of Appropriateness. The statement is surrounded on the page by a border. In most cases, it will state that all work related to the specific issue is exempt from IHPC review and approval unless specifically noted separately as “Subject to Review and Approval.”

2. SUBJECT TO REVIEW AND APPROVAL

IHPC DOES REVIEW. This is a list of those things that specifically ARE SUBJECT to review and approval by the IHPC.

3. GUIDELINES

Each design standard includes guidelines that relate to the items listed as “Subject to Review and Approval.” They are enforceable by the IHPC. Guidelines help to develop a design and development framework within which people can understand the appropriateness of proposed work. These guidelines may be less comprehensive and less restrictive than for an Historic District.